

COMMENT

AFTER LIVING through the holocaust of three cod wars with Iceland and seeing the British catch in these waters remorselessly cut from 300,000 to 80,000 tons a year, it is remarkable to hear the word "optimism" being banded around when it comes to talking about a new deal. If we have learned anything from these past encounters it should be to expect the worse.

By worse, we do not mean there will be no agreement for Britain to fish, but the question is, how much will we be allowed to take?

In the last agreement, the Icelanders burned their fingers badly, by allowing in a specified number of trawlers and underestimating the efficiency of this fleet. This time they won't make the same mistake; the name of the game will be catch limitation, not effort limitation.

The atmosphere in which negotiations will now take is different from anything that has gone before, and the palpably weak stand taken by the EEC so far, hardly inspires confidence. In a world of 200-mile limits, bland terms like traditional or historic fishing rights are dead and buried. Now we only get in relation to what we give.

On this score the EEC has plenty to offer: a massive market for Iceland's fish, access to herring grounds and capelin off Greenland. All this is enough ammunition to strike a meaningful deal for Britain.

While Iceland might bluff it out that with the United States she has no urgent need of the EEC market, even she knows that in the long term this is not true. With a 200-mile limit the US is already moving towards a big expansion for her own fleet.

The tone set by the EEC in negotiations with Iceland are the most crucial yet. All other third country states, with whom deals have yet to be done, will be using this as a test of their chances.

fishing news

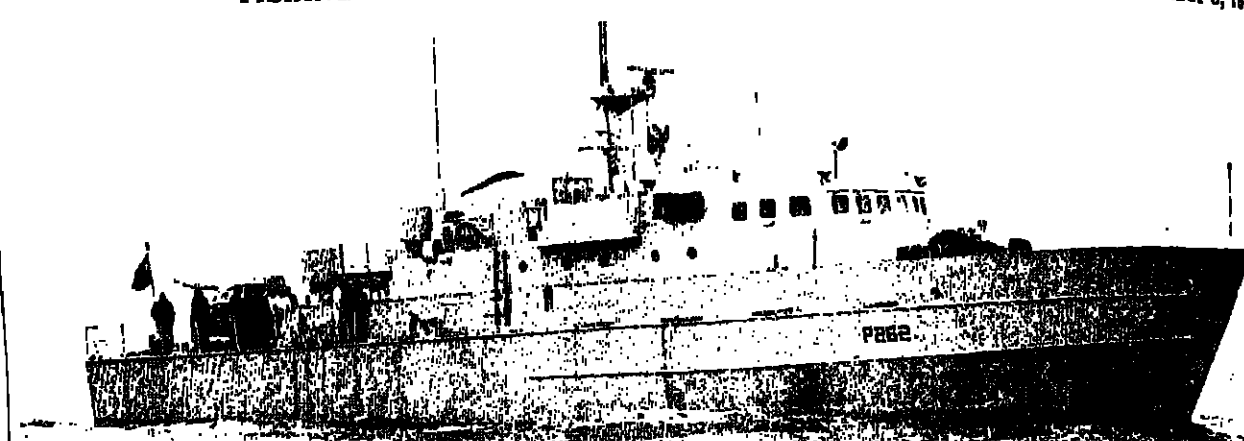
Editor: Harry Barrett
Assistant Editor: Ian Strutt
Advertisement Director: Fred Purcell
Managing Director: W. A. Cathies
Published weekly.
Postal subscription rate £7 per annum.
£7.50 overseas.
Registered as a newspaper at the Post Office.
110 FLEET STREET, LONDON EC4A 3JL
Telephone: 01-353 6961

Rest-time proposal

THE THIRD section of a working document being drawn up by the Transport and General Workers' Union national fisheries officer, David Cairns, as a starting point for improving the working conditions of British trawlermen was published in Hull last week.

The document lays out a series of proposals on health and safety and, among its recommendations, are the establishment of safety officers in every fishing port, ten weeks annual paid holiday, two days ashore for every five

spent at sea and a guaranteed rest period of 12 hours in every 24 at sea. It claims British distant water trawlermen are a loyal and long-suffering body of men frequently subjected to excessively long hours of work, often in abysmal weather, and where fatigue is a contributory factor in many accidents. It claims it is nearly impossible to assess what free time fishermen have during a trip. The union supports its recommendations with statistics and comparisons of shore-based industry.



HMS Petrel, third in a series of four fishery protection ships being built by Richard Dunston of Hessa, is seen on trials in the Humber last week. She is expected to complete trials and go into service within the next two weeks. The 124-footer has a 6 ft. draft and is powered through the water at up to 20 knots by two Paxman 2,100 bhp diesels. She displaces 230 tons and has a Bofors gun aft and fittings for machine guns fore and aft of the bridge. First two in the series — Kingfisher and Cygnus — are now in service and the fourth, as yet unnamed, is due for launching next month.

POWER-PACKED LIMITS BILL

THE FISHERY Limits Bill which the Government hopes to have through Parliament by Christmas to fix 200-mile limits in concert with the rest of the EEC on January 1 is up for second reading in

Talks win £6 rise

GRIMSBY'S freezer trawlermen have won a £6 per week pay rise.

The deal was negotiated by the Transport and General Workers' Union after talks with BUT, Grimsby's only freezer owners, lasting three months.

During the negotiations the men had received an interim rise of £3 on their sea pay and £8 on shore and holiday pay. The new agreement, which it is understood was the original demand, gives a £6 increase on all rates and is already in force.

the Commons today (December 3).

Besides extending the limits, the Bill would give power to regulate fishing

Jumbos are in

CORNWALL'S mackerel line boats are now hard at work again as fishing has become steadier.

Boats with two-to-three hands have been returning with 100-150 stone a day, while eight-handed Newlyn boats have landed 1,000-stone trips.

The fleet has been picking five or six fish per line each haul and the mackerel are jumbos deep in the water.

The pattern of fishing has changed, however. The morning feed seems to have been disrupted by the extra heavy fishing of big boats and now few fish are caught before 2-3 o'clock in the afternoon. This means crews are working against the clock to avoid being at sea too long in darkness.

A 170-stone haul has been taken in Falmouth bay, along with 70-100 stone hauls, after many blank weeks.

With two months of the main mackerel season left, however, there will have to be some pretty spectacular line catches to call this season a success.

by a licensing system and increase penalties for fishing offences, in some cases to a £50,000 fine on summary conviction or an unlimited fine on indictment.

That penalty is prescribed in the Bill for breaches of the 200-mile limit.

The Bill sets out licensing systems in detail, which would give Ministers plenty of flexibility to limit fishing by species, areas and times, and by restricting numbers, sizes and types of boats.

Milford port record falls

MILFORD Haven's port record was smashed last week when Brenda Wilson returned with an excellent catch from the Irish Sea.

Skipper Rees Evans brought her in with 191 kits which sold for £8,476. This bettered the old record set up by Rosevear. Included in the catch were 35 kits of cod, 25 of whiting, 65 of roker, seven of turbot and brill, 15 of plaice and eight of soles.

It was also a prosperous week for the other two vessels which landed. Jade Star (Skipper Jim Brodie) and her biggest grossing since she arrived at the port for Lowestoft when she landed 135 kits worth £5,385. On the same day Pictor St. Eagle, commanded by Skipper Robert Foster, made £4,745 from 139 kits.

Three kits of haddock, 40 of cod, 30 of whiting, 90 of roker, 10 of turbot and brill, 25 of plaice and 15 of sole were the two vessels' catches.

£1½m. target for 'Carraig Una' appeal

A DISASTER fund has been set up for the dependants of the five men lost on the 85ft. Irish trawler Carraig Una which sank last week after hitting rocks (Fishing News, November 26).

So far, only the body of Skipper Ted Carberry (26) has been recovered. He has been buried at Cruit Cemetery 28 miles from the scene of the tragedy.

The Donegal Fishermen's Disaster Fund has appealed widely for subscriptions and organisations hope to reach a target of £500,000. It is hoped to get half of this figure from outside Ireland.

Organisations promoting the fund include the Irish Fish Producers' Organisation; the Irish Fishermen's Organisation; Bord Iascaigh Mhara; retail, wholesale and processors' organisations; the Irish Fish Processors Exporters' Association and the Donegal Association in Dublin.

Brian Love, chairman of the Irish Fish Processors Exporters' Association, told a news conference in Dublin that the tragedy had come as a terrible shock to the entire industry.

The fund was opened, he said, by an anonymous donation of £1,000. Fund contributions could be sent to the various fishing co-operatives or to the 'Donegal

Fishermen's Disaster Fund'. The Northern Bank, 138 Lower Bagin Street, Dublin. The Irish Prime Minister, Liam Cosgrave, sent a message of sympathy to the families of the fishermen involved in the tragedy and said it demonstrated to the nation the risks that the country's fishermen were taking to keep the economy and industry going.

The fund was opened, he said, by an anonymous donation of £1,000. Fund contributions could be sent to the various fishing co-operatives or to the 'Donegal

The fund was opened, he said, by an anonymous donation of £1,000. Fund contributions could be sent to the various fishing co-operatives or to the 'Donegal

Collision splits boat—five lost

FIVE Frenchmen are missing after a collision last Friday between the French trawler Aurora and the Dutch vessel Monica off the north Cornish coast.

The accident happened while a search was still going on for the bodies of four Frenchmen lost off Donegal when the Irish trawler Carraig Una went down off Rathlin O'Beirne Island earlier in the week.

The French trawler, lost 25 miles north-west of Alderose and 60 miles from Cork, had a crew of seven. Two of them, who were believed to have been on deck at the time of the collision, split the boat in half.

The Dutch ship before the collision was on a search for the bodies of the four Frenchmen lost off Donegal when the Irish trawler Carraig Una went down off Rathlin O'Beirne Island earlier in the week.

Sub. Lt. Jerry English, one of the Sea King helicopter

pilots who went out from RNAS Culdrose before first light on Friday, said that the sea was so rough that they had to wait until the light improved so that they could see the horizon before lowering a naval doctor on board.

"The Dutch ship had two masts which were very close, and the ship was rolling very heavily," he said. "We could not get too low and had to make sure that the winch wire with the doctor on the end did not get entangled with the masts."

The two Frenchmen were suffering from shock, but unhurt. The Dutch vessel took them into an Irish port.

A relay of helicopters and an RAF Nimrod from St. Mawgan took part in the search, but it was feared that the trawler sank too fast to give the crew below any chance.

MACKEREL SPILL WFA diary now out

THOUSANDS of mackerel spilled from a ferry on to Albert Street, Penzance, last week.

The 20-ton shipment, on its way from the harbour to Hull for meal, stopped traffic for some hours.

The driver, Robert Ellis (45), was on his first trip from Penzance leaving the harbour at about 7 am.

"I heard a horn blowing behind me and noticed in the mirror the fish running down the street. I've lost almost all there is just two or three left. I felt sick," he said.

The fish was sent back to the harbour and taken by a barge for fertilizer.

THE POPULAR WFA/HIB diary has made its appearance ready for 1977. In addition to the diary section, there is plenty of information about who to contact and where in the industry, plus a breakdown of fish landings and values.

Single copies are available at 60p, including post and packing. For quantities of 25 or more, the price is 40p a copy.

Order from Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JQ.



130-FOOTERS PAIR

TWO OF Fleetwood's smaller stern trawlers, the Marr vessels Navena and Armana, returned to port last week after pair-fishing trials off the west of Scotland.

The voyage was purely for evaluation, although both vessels landed small catches. They were due to leave this week on a commercial pair-fishing voyage from Fleetwood.

In command of the vessels are two of Fleetwood's top skippers. Victor Buschini has command of Armana, while Skipper Bill Taylor is in charge of Navena. Both ships underwent modifications before beginning the trials.

At 130ft., they are two of the biggest British trawlers to engage in pair-fishing. The exercise has been financed mainly by the Marr company.

ZEPHYR (LK 319) is the latest new boat destined for the Shetland fleet. The 88ft. wooden purse-seiner has just been launched by J. & G. Forbes Boatbuilders at its Sandhaven, Fraserburgh, yard for Skipper John Irvine of Whalsay. She is powered by a Caterpillar 850 hp engine and is fitted with a Karmoy winch and Triplex net winch. She is due to go on trials by the end of the year. More details in Fishing News soon.

INTRODUCING THE BIG 3

The GM32

32ft. x 11ft. x 4ft. x 10.5 tons

A small, but big hearted, one or two handed inshore fishing boat. Although 32ft. overall, she can be fully self-drafting, can lose engines beneath the wheelhouse floor, has a good sized fishroom, a working deck up to 16ft. 6ins. long, and a very impressive, heavy traditional construction throughout. Hull shape is full, round bilge, with a deep funnel for good control when working to wind or tide. Service speed 8 knots. Vessels can be purchased in any stage of completion. Bare hulls from £1,650.00 ex VAT, ex Works. (Moulded superstructure now available)



The GM32

32ft. x 11ft. x 4ft. x 10.5 tons

The most popular inshore fishing vessel in the U.K. with over 25 built in one year. The GM32 wins more friends everywhere she goes, and her seaworthiness, carrying capacity, massive construction, and working characteristics are the yardsticks against which all other vessels are measured. The heavily braced GRP hull never sags, and the full length engine beds reduce engine noise to a minimum. Service speed 8 1/2 knots.

The vessel is suitable for up to four hands, and has proved itself lining, potting, tangle netting, and trawling. Bare hulls from £2,550.00 ex VAT, ex Works. Completed vessels to WFA specification from £15,250.00.



The GM36

36ft. 7ins. x 14ft. x 5ft. 3ins x 19 tons

Introduced earlier this year with the launch of MFV 'Byrluan' the GM36, with its incredible working area, stability, and deep, heavy displacement will do the work of most 45ft. craft. MFV 'Byrluan' owned by Colin Parker, Flushing, is a common sight out fishing when most of the inshore fleet is still on the moorings. The 36 has a big protective bow, and deep, full bilges capable of taking engines in the horsepower range 110 to 180, swinging 38-inch propellers. With a transom stern 11ft. 6ins. across, and a draft of over 5ft., she is ideal for stern trawling, as well as conventional lining, netting, etc. Coming within the new D.T. 12 metre rule, the GM36 must be the number one choice for the complete multi-purpose, competitively priced inshore fishing vessel. Bare hulls from £4,500.00 ex VAT, ex Works. Completed vessels from £20,500.00.



For further details contact Chris Brook.

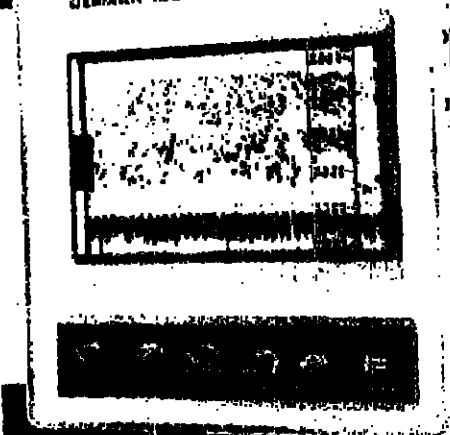
CYGNUS MARINE LIMITED, Tregonville Industrial Estate, Falmouth, Cornwall, TR11 4PX. Tel. Penryn 72970.

STOP PRESS: Due to extensive enquiries and the demand for a smaller commercial type GRP hull, Cygnus are ready to accept orders for the GM21 (21ft. 6ins. x 6ft. 6ins. x 2 1/2 tons). Hull mouldings from £950.00 ex VAT, ex Works.

BY CYGNUS WORKBOATS

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.



DEPMAR 103
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

DEPMAR 131
Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.6 kg (14 1/2 lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has a 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere' facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.



Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

KELVIN HUGHES
A DIVISION OF SMITHS INDUSTRIES LIMITED
New North Road, Barnham Road, Exeter EX6 2UR. Telephone: 01-500 1020. Telex: 896501. Grams: Cables: Marust Island.

Specify POWERLIFT for your vessel

Complete range of haulers to suit your requirements with hauling capabilities of: 900lbs, 1400lbs, 2000lbs.



Self-hauling sheave



Capstan



Combination



POWERHAUL seine/trawl winch 2000lbs pull

Full installation kits can be supplied 12 months warranty W.F.A. approved

AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (Int.) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 880462. Telex: 30298.

UK distribution: Colin Manning
20 Hiran Estate, South Stack Rd, Holyhead,
Anglesey, Wales. Telephone: Holyhead 4416.

A well equipped wheelhouse
always includes a copy of

Olsen's FISHERMAN'S NAUTICAL ALMANACK

Now in its 101st year, the 1977 Edition has just been published. It contains the only almanack for fishermen and the 1977 Edition has been extensively revised and brought right up to date.

Includes six volume indexes: tide tables, navigation and weather information, the latest Government fishing regulations, together with a list of British fishing vessels. All this and much more for only £5.00 plus 35p postage and packing direct from the publishers.

ETW DENNIS & SONS LTD
MELROSE STREET - SCARBOROUGH
NORTH YORKS - YO12 7BJ
Tel: 0723 61317 (3 lines)

ECHO SOUNDERS — FISH FINDING

Booklet of questions and answers
by John Burgess and list of
suppliers. £1.50 posted from:

M. E. PUBLICATIONS
6 QUAY STREET, WOODBRIDGE
SUFFOLK IP12 1BX

BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Dacking.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.
- Oslo splice poles for derricks etc.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull 0482-26566 (5 lines) Telex: 52626



DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 18 TONNES.

In consultation with the Ministry of Defence, the Ministry of Agriculture, Fisheries and Food, the Ministry of Transport and the Ministry of the Environment.

M. J. HAYNES, Designer/Proprietor
M. J. HAYNES, Production Manager
VERSATILITY WORKBOATS

OF RYE
RYE YACHT CENTRE
RYE, SUSSEX.
TN31 7JH, ENGLAND.

Constructors for H.M. Ministry of Defence, the Ministry of Agriculture, Fisheries and Food, the Ministry of Transport and the Ministry of the Environment.

BFF is talking 'rubbish' say fish merchants

A CLAIM that Icelandic trawlers were clearing up on Grimsby market last week in a last ditch effort to top £1m. before the Oslo agreement expired has been dismissed by a leading fish merchant as "absolute rubbish, deplorable propaganda and scaremongering of the very worst kind."

The trouble blew up following a British Fishing Federation statement on the eve of the EEC-Icelandic fisheries talks (Fishing News, November 26) and immediately incensed most Grimsby fish merchants.

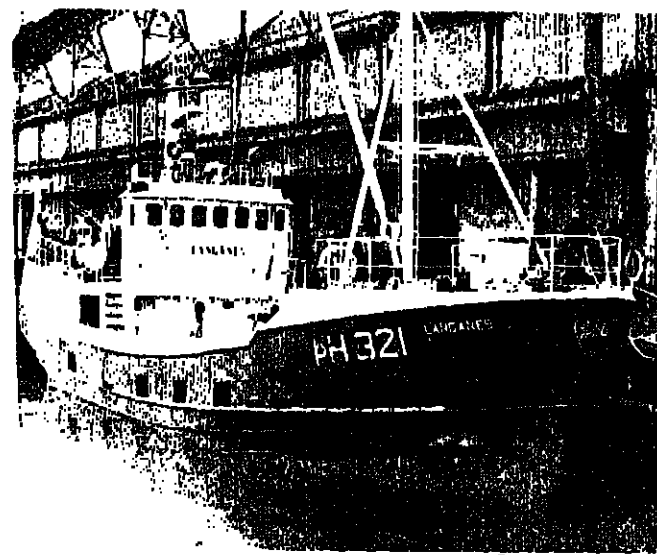
It represented, they felt, only the owners' views, but was latched on to by many national newspapers and the broadcasting media as though representative of the industry as a whole.

Tired

Another spokesman for a Grimsby firm of bulk buyers told Fishing News: "We are sick and tired of statements from the BFF, BFF or whatever fancy title (Mr. Austen) Laing's outfit call themselves nowadays, which are directed at reducing the supplies of fish into Grimsby."

In the past, the port has always had heavy landings by Icelandic trawlers at this time of the year and we have come to depend upon Icelandic fishing vessels to support a deal of the pre-Christmas trade.

"We have every sympathy for the owners if they end up being kicked out of Iceland,



Langanes — one of the Icelandic vessels which caused the BFF outbreak.

but they must not take it out on the merchants — and indirectly on the housewife and other consumer outlets — by trying to cut off alternative supplies from the Icelanders themselves.

"To accuse Iceland of pushing in her four trawlers at the last minute is a downright lie; they don't just turn up out of the blue, but have to obtain permission from a committee of local owners."

"On Thursday, without the three Icelandic vessels, there would have been only 2,000 kits. And if the Icelanders were so keen to exploit Grimsby's markets, what were they doing last Tuesday (November 23) when there wasn't a single distant water trawler landing?"

"The writing has been on the wall for the deep-sea owners for too long to let them get away with this sort of blackmail."

BRETTELL'S £89,875

TOP HULL skipper, Bill Brettell, moved closer to his prediction earlier in the year of a six-figure landing by a British trawler this week.

He made £89,875 in the stern trawler *Hammond Innes* to take the national record on Tuesday, but this was short-lived.

The catch was taken by the Newington-owned trawler after a 28-day trip to Spitzbergen and Skipper Brettell beat the British port landing record, then held by the Icelandic trawler *Ogr*, by £1,098.

However, this record lasted just a few hours before it was announced at Grimsby on Tuesday that the 195 ft. *Ogr* had recaptured the record with a massive £98,540 trip.

Hammond Innes had held the record for 24 years with a £73,198 grossing until late in August last year when the Grimsby-based sidewinder, *Ross Revenge* (Skipper J. Meadows), made £75,597. *Ogr* eclipsed this figure with a £78,807 landing.

The turn-out from *Hammond Innes* this week included 1,157 kits of codling and 65 kits of haddock. Average prices for codstuffs were £32.88 per 10-stone kit.

Hammond Innes is expected to sail again around December 14.

APPLICATIONS by Whitby Borough Council for aid from the EEC Regional Development Fund for improvements to harbour pier, dock and fish quay have been turned down.

"They are operating the most decrepit trawlers in Europe and, if there is a ban on Icelandic trawlers coming down, then these trawlers who are coming home to the docks won't get near the labour exchange for thousands of redundant lumpers, process workers, drivers, friers and merchants."

One way out of the EEC...

SIR, I hope the fact that Mrs. Ewing was once a member of the elected committee of The National Council of Anti-Common Market Organisations in the days when I was vice-chairman will permit me to use her letter in your November 19 issue as a plank to board your columns.

She is right about the Conservatives being the first to blame for the unholy threat to Britain's fishing industry, but wouldn't her membership of neither main party have allowed her to add that Labour carried on the dirty work most handsomely?

Incidentally, did you know that until Heath and Rippon went "negotiating" our entry, there never was a "Common Fishing Policy"?

The truth is that the terms of the Treaty of Rome, which Britain has not "signed", but "accepted to", were never negotiable in the slightest by either Conservatives or Labour.

They suit the original aim and are hard and fast. The idea that we could join the club and then seek to alter its rules unconstitutionally was never on, and never really moral either. Entry signified acceptance of the existing rules, as we are now finding out.

Accordingly, any minor concessions made now to keep the noisy British fishermen quiet will be temporary — and worse still there may be a price to pay for them in terms of rights to minerals under the sea, bed which will cost Britain dear. Unfortunately it will be

in BRIEF

IRISH earnings from fish exports in January to June this year were £7,406,080 according to figures issued by BIM. — £1,724,080 up on last year.

A FUNERAL service was held at Milford Haven last week for Frederick Eden (60), mate of the local trawler *Brwyer*, who died at sea. He leaves a wife, one son, two daughters and four grandchildren.

AN ORDER laid before Parliament on Monday will increase the grant available for the Government's contribution towards the Wilt Fish Authority's research and development work by £12. This supplements the existing limit of £4m. which will now be reached.

LOWESTOFT Fisheries Laboratory is acting as a to scientists from all over the world during an international course on the scientific basis for calculating and managing fish stocks. WHITBY's annual fishery awards have been presented at the Fishermen's Football Club dance. The Thomas Lamb memorial trophy for the biggest catch landed in one week went to *CRS* (Skipper George Storr) with 1,870 points. Runner up was *Scoreby* (Skipper Tal Benison) with 1,362 points and third was *Wakeful* (Skipper Tony Price) with 1,321 points.

GRIMSBY SLUMP GOES ON

A CAREER-BEST grossing of £47,633 by Consolidated Fisheries' *Crystal Palace* (Skipper Jimmy Hodgson) was the only bright spot in another dismal spell of poorly supplied markets at Grimsby last week.

The 140-footer dropped on a good run of White Seas winter plaice during a 24-day trip and would probably have topped £60,000 had she not hit a market quagmire well supplied with North Sea plaice.

Crystal Palace also landed mainly big small fish in her 1,824-kit catch which changed hands around £30 per kit, while North Sea big small plaice was making up to £37.

Of the six other local distant water trawlers, only Boston Group's *Boston Comanche* (Skipper Albert Hollington), on her comeback trip after a long lay-up, and Consolidated's *Spurs* (Skipper Bill Hardie Jnr.), bettered three figures in terms of kitage.

Boston Comanche landed 1,090 kits, this time mostly codstuffs, from Grimsby's only other White Seas trip, while *Spurs* became the first local trawler to return from Iceland in over two weeks with a four-figure catch.

She was suitably rewarded with a £34,530 grossing from her 21-day trip, which turned at 1,107 kits — once again

mainly cod and codling.

Three small Icelandic vessels, *Aver* (£20,531 from 708 kits), *Frodi* (£33,386 from 1,022 kits), and *Langanes* (£5,709 from 227 kits), plus the larger stern wet fisher *Dagry* (£38,848 from 1,365 kits), added a bit more scope to the distant sales with good quality cod, haddocks, coley, plaice and redfish.

With the low distant water weekly turnover — just on 11,000 kits — alternative sources of supply were at a premium. Unfortunately the middle water trawlers, all working the Faroes/Westerly grounds, and one North Sea trawler, could manage only 4,765 kits from ten landings.

Top tripper was *BUT's Ross Jaguar* (Skipper Denis Speck) with £20,464 from a 17-day trip, mostly cod and haddocks. Sister trawler *Ross Leopard* (Skipper Jimmy Brown) landed the biggest catch with 790 kits, including nearly 300 of dogs, and was runner up on £17,404.

Of the seven seiner landings, exactly £1,000 split *Edlie* (Skipper Leif Gravesen) and *Coral Bank* (Skipper Dennis McKenny) at the top. Both work through the Tom Slight (F.S.) Ltd Agency.

Edlie's £4,761 catch of 204 kits, taken on a trip lasting just ten days, was mostly haddocks while *Coral Bank*, with only 97 kits, was largely cod and quality plaice.

...Fleetwood lacks bulk

FLEETWOOD was hit by a fish shortage last week when only two distant water vessels landed at the port. The remainder of the supplies did not compensate for the lack of bulk.

Top ship of the week went to the Iceland grounds. The stern trawler *Iruana* returned with 831 kits, including 800 of cod and 60 of coley, for a grossing of £31,562. In command was Skipper Tom Watson.

Close on her heels was the stern trawler *Boston Beerley*, commanded by Skipper Hugh McMillan, which had 860 kits for £27,008.

It was left to the smaller vessels to supplement what supplies there were. The leading vessel was the 109ft. *London Town*, commanded by Skipper Peter Weirman. She landed 290 kits, including 100 cod, 80 of haddock, 25 of coley, 15 of roker and 20 of dogs, for a grossing of £8,668. This continued an excellent run by skipper and ship.

There was also success for the pocket trawler *Rosamunda*, which has worked the North Channel grounds and other areas with some really not-

Lab wants crab size rise

A NEW minimum size of 140 mm. (5½ in.) shell width for female (hen) crabs for the whole of the south and south west coast of England — from Dungeness to Land's End — is being proposed by scientists from the Fisheries Laboratory, Burnham-on-Crouch.

The present legal size for crabs is 115 mm. (4½ in.) nationally, with a 5 in. (127 mm) byelaw in the Cornwall and Southern Sea Fisheries Districts.

This would legalise the present voluntary limit applied to hen crabs in the main fishery off Devon.

In addition to maintaining the average size of hens at a size more suitable for processing, the new minimum would ensure the future protection of the stock should our in-shore stocks become more heavily fished. A small increase in yield would be expected off Dorset, Hampshire and Sussex.

An increase in the minimum size for male (cock) crabs to 160 mm. (6½ in.) is proposed for the south coasts of Devon and Cornwall. This would result in some immediate loss of small male crabs, normally sold as hens, but should ultimately result in better catches of cock crabs.

Along the coasts of Dorset, Hampshire and Sussex, crabs are of a lower average size compared with Devon and Cornwall and a greater proportion of male crabs are present in the landed catch.

An immediate increase to 160 mm. (6½ in.) for males would, together with the small losses incurred from increasing the female size limit to 140 mm. (5½ in.), result in unreasonably large immediate losses in catches.

The scientists, therefore, propose that the size limit for males on the south coast should initially be raised to 140 mm. (5½ in.), the same as for females. After two years

at 140 mm., it could be further raised to 160 mm. (6½ in.). Together, these increases should ultimately result in an increased yield of cock crabs.

Observations on the crab catches suggest that the present level of fishing is having little effect on the size composition of the catch. Catch per unit effort (lb/100 pots haul- ed) has been fairly stable.

However, it is unlikely that certain areas, such as the Start Point grounds, could sustain an increase in exploitation.

Tagging experiments have shown that male crabs grow faster than females, and that migrations of females occur mainly westwards and south-westwards down the English Channel.

If the proposed fishery management actions are accepted, two fundamental changes in the national legislation are required to allow regional minimum sizes and different minimum sizes for male and female crabs.

Although earlier studies have shown that the present national minimum size of 115 mm. (4½ in.) is suitable for Norfolk and the north-east coast of England, to achieve the maximum sustainable yield on the south and south-west coasts a higher minimum size is considered essential.

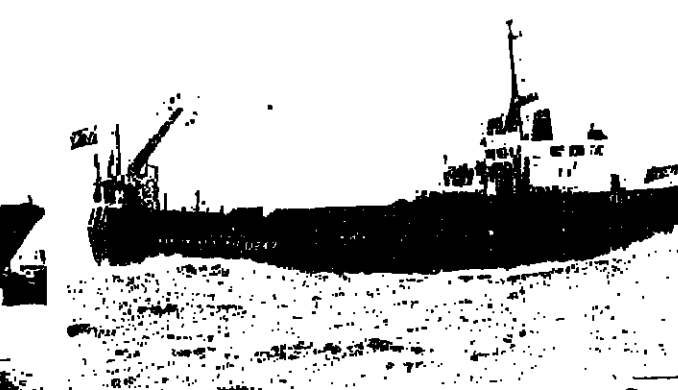
In the south the south-west, the growth rate of male crabs is greater than that of the females and large male cock crabs are caught and marketed separately. Consequently there are, in effect, two fisheries: one for cock crabs and the other for hen crabs. Each requires its own minimum size to achieve its maximum yield.

The report—Laboratory Leaflet No. 33—*The Crab Fishery of South West England* by D. B. Bonnet and C. G. Brown can be obtained free from the Fisheries Laboratory, Burnham-on-Crouch, Essex.

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



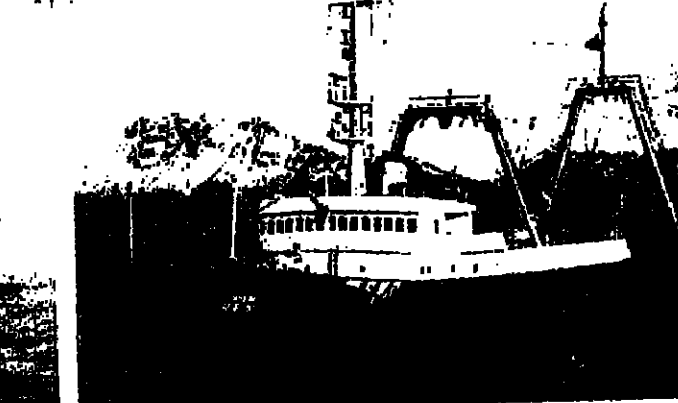
'AMA ANTIXINE' built in Spain for Spanish owners. ES18 engine having an output of 1000 bhp at 900 rpm.



'BOSTON STIRLING' built at Goole for Boston Deep Sea Fisheries. ES16 twin bank engine developing 1440 bhp at 750 rpm.



'DANE' factory stern trawler built by Brooks Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.



'VIGIR'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm

proven throughout the world for trawler operation

HAWKER SIDDELEY

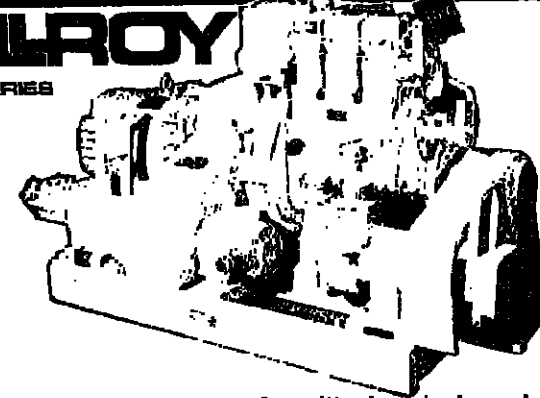
MIRRELES BLACKSTONE DIESELS

MIRRELES BLACKSTONE LIMITED, HAZEL GROVE, STOCKPORT, CHESHIRE

Telephone: 061 483 1000 Cable: MIRRELES MANCHESTER Telex: 887314

WORKS, STOCKPORT AND STAMFORD


GILROY
AUXILIARIES



Comprehensive range of auxiliaries designed and built to suit individual requirements. For further details write to:

Wilmor Engineering Services (Aberdeen) Ltd.
Craigshaw Road West Tullos Aberdeen

SALTRAM 24



Completed craft to any specification from £5,000 by

K. R. Skentelbury & Sons Ltd, Sakram Developments, Laire Bridge Boatyard, Plymouth

Hull mouldings from £885 by Laire Bridge Boatyard, Plymouth

Telephone PLYMOUTH 42385

ALEXANDER NOBLE & SONS LTD.
BOATBUILDERS - GIRVAN

Quotations and designs for new vessels — repairs on our own slipways up to 150 tons — all types of machinery installed.

Ring
TEL: GIRVAN 2223

Aeroquip
Marine



GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of low, medium and high pressure rubber and stainless steel covered hoses with steel and alloy fittings in BSP/JIC/Metric/NPT for all marine uses including hydraulic oil, fuel and water lines etc. Used throughout the world on marine, industrial and aircraft applications, hose fittings and assembled lines are supplied from stock for all types of vessels and fishing craft. Offering an exceptionally high degree of protection against corrosion, high pressure and temperature vibration and abrasion — Aeroquip is a must for the fisherman.

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PJ. Tel. (0803) 862007

QUICKER BUILT AND BETTER BUILT

Just add Wills-Ridley

Quicker deliveries and easier installations are just two of the benefits when you choose Wills-Ridley. And your customer gets a better built boat with utterly reliable steering gear. Deliveries range from off-the-shelf to 20 weeks dependent on specification and size.

The range covers craft designed for rudder torques up to 525 ton/ft. (12,000 kg/m) in three types: hand hydraulic, hand/power assisted hydraulic and power hydraulic. For boats ranging from 6-60 metres, Wills-Ridley is the gear to specify. Send us the steering requirements of your next boat building job and we'll take it from there. Quickly.

S.M.WILLS Marine Products Division
1002 Whitestone Road, Weston Super Mare, Avon BS23 3YG. Tel. (0424) 28111.
Telex: 449523 (Answer back) S.M.W. Walsall
Cables: Steering, Weston Super Mare.

FOS plans new role

ARGUMENTS that the Fisheries Organization Society is failing to react to the changing world of producer organisations were countered last week by the announcement of a move towards a new constitution for the society.

The annual general meeting of the FOS got off to a lively start on Wednesday last week at Fishmongers' Hall, London, when a small group from the Anglo-Scottish Fish Producers' Organisation claimed that POs can do a better job than the FOS.

Then, however, FOS chairman John Gundry announced that a completely reconstituted body, possibly with a new title, is currently under discussion.

Mr. Gundry said that, just over a month ago, the FOS had been asked by the Ministry of Agriculture, Fisheries and Food to consider revamping the FOS — and even its terms of reference — to provide a single, representative body to negotiate on behalf of the English and Welsh inshore industry.

Among the changing factors to take into account would be the increasing role played by POs and the need for a united voice in Brussels. To help such a body get started, the MAFF is prepared to give an unspecified amount of financial support for five years and, if necessary, extend this for a further five years at a reduced rate.

But who is to foot the bill long-term? As the chairman pointed out, the FOS had always been run on a shoestring and, now, POs are the new rich, set-up with generous aid from Community funds and afterwards self-supporting. Ultimately, however, it all comes out of the end.

Here is the point of concern for the north-eastern contingent which could, perhaps, see a situation in which they are expected to finance the FOS to perform work it considers itself better able to carry out unaided.

These tasks are mainly seen as representation at EEC and national level. In fact, the POs are already represented at Brussels and had made independent representations to Westminster.

However, as general

secretary Ernie Hamley pointed out, the present situation gives the inshore industry two representatives at Brussels instead of one.

Some FOS governors were quick to remind the meeting of the need to look after the many small boats, often in scattered ports, which are still outside the POs. They make a major contribution to the inshore fishery.

Would the POs be prepared to take on their problems which cost time and money, and without EEC help? And who takes on the equally unprofitable task of promoting the formation of co-operatives and their subsequent organisation into POs — in which the FOS has an enviable record of success?

It is now up to the FOS to frame workable proposals for a new constitution which will satisfy all concerned, including the Ministry. It may well be what John Gundry called 'a completely new animal'.

Whatever may emerge, it

can hardly challenge or compete with the increasingly powerful POs. But it could bridge the very wide gap which exists between many small boat fishermen and Brussels.

Proposals for restructuring the FOS will soon be published amongst affiliated coastal associations for comment.

At the London meeting, Cdr. the Hon. Greville Howe and John Gundry were elected as president and chairman for 1977.

The following were newly elected as members of societies' representatives: Mr. A. Aitchison (Amble); Mr. J. Cunningham (Brixham); Mr. A. H. Dobbie (Cornwall); Mr. J. E. Lindley (Brixham); Mr. A. A. Morae (North Shields); Mr. A. P. Williams (Mevagissey).

It was also agreed to re-constitute the society's Fisheries Advisory Committee by inviting representation from skippers from the north-east and south-west.

'Victory' inquiry

A PUBLIC formal investigation into the loss of the trawler *Wyre Victory* opened on Wednesday this week at North Euston Hotel, The Esplanade, Fleetwood.

Wyre Victory stranded on off-shore rocks on her way to the Icelandic grounds on January 14, 1976. The crew of 18 was rescued by a sister-ship, *Wyre Conqueror*, but *Wyre Victory* sank four hours after grounding.

Arbroath trophies

THE TOP BOAT trophies for the Arbroath, Scotland, fleet have been presented by Sheena Welsh, wife of South Argus MP Andrew Welsh, at the Arbroath Fishermen's Association annual dinner-dance.

The Fairport Trophy for boats under 50ft. went to *Marigold* (Skipper D. Milne); runner-up was *Amber Queen* (Skipper A. Shepherd). Fairport Trophy for boats over 50ft. went to *Ocean Harvest* (Skipper W. Tevotdale); runner-up was *June Rose* (Skipper W. Smith).

Bell Rock Trophy for the best one-day catch was won by *Girl Jean* (Skipper S. Cargill); runner-up was *Golden Hope* (Skipper J. Swankie).

The boat to land the most fish in the year was *Eight Bells* (Skipper A. Smith); with runner-up, *Guiding Star* (Skipper A. Spink).

Talks with MP

ROBERT ADLEY, MP for Christchurch and Lymington, is to meet a deputation of Christchurch fishermen.

The men want to discuss all aspects of their livelihood and how they can continue. They say they have proof that sand dredging in the area has killed-off their prime oyster beds.

Millions of tons of sand have been dredged and pumped ashore at Bournemouth as a new type of sea defence.

Fishermen say the scheme is a failure and the sand has drifted away. Now they take only a fraction of their normal catches.

Buy direct bid

IRISH tenants' organisations are trying to set-up direct links with fishermen to buy fish.

The National Association of Tenants' Organisations has said that it is wrong that restrictive EEC regulations should prevent housewives from buying more fish at reduced prices.

Its general secretary, Matt Larkin, said that the organisation wants to approach fishing co-ops to make direct arrangements.

"We are being told constantly how good fish is and how we should buy more. Well we want to do so, but this is no use if it is going to be priced like meat, say, beyond the reach of ordinary people."

"The time is now for the fishermen and the people to come together," he said.

SPRAT STAMPEDE

A STAMPEDE started last week when the Grimsby pair trawler *Ellen* (Skipper Allan Thinnesen), hit the first sprat shoals off the winter off North Shields last week.

Also on the first shoals on Wednesday last week was the North Shields-based, Grimsby-registered, *Christine Nielsen* (Skipper Cliff Ellis).

The news travelled fast and Grimsby boats were soon heading for the area. The first signs were so encouraging that *Samantha* (Skipper Hugo Thinnesen) immediately did a smart about turn on the mackerel grounds off the Westcountry, less than a fortnight after arriving in the area.

Samantha did not even stop to discharge her final catch and arrived back in Grimsby last weekend with a 50-ton haul which had to be unloaded before she could sail north.

A spokesman for Grimsby agents, A. E. Richardson & Co. Ltd., said the experiment of fishing mackerel before the



Skipper Allan Thinnesen of *Ellen* — first on the sprats.

winter sprats set in had now been shelved. Its three vessels which took part — *Glenda*, *Paul Antony* and *Samantha* — were back. This leaves only *Shannon* and *Mohave* pair trawling fairly successfully from Penzance. It is expected they, too, will

return north depending on how the sprat fishing develops. Meanwhile, there is good news of sister-ship *Sioux* undergoing fire damage repairs to her accommodation at the Tyne Dock & Engineering Co. Ltd. yard.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Work is advancing rapidly as she is expected to be back in action before Christmas, which is much sooner than originally expected. When ready, *Sioux* is also expected to go industrial fishing for sprats.

Grimsby firm to go for blue whiting

GRIMSBY distant water trawler owners Consolidated Fisheries Ltd. plans to send *Carli* after blue whiting off the west coast of Scotland next spring.

The vessel is now being modified in Grimsby, on

similar lines to *Real Madrid* which already has been converted to a multi-purpose vessel. She has an hydraulic net drum on the boat deck and is successfully working the south-west mackerel.

Then, barring a change in company plans, the firm will convert *Crystal Palace* and, possibly, two other vessels from its 11-strong fleet.

Much may depend upon what distant water fishing grounds remain open to British trawlers in the next 12 months, for the introduction almost universally of 200-mile limits seems certain to cut access to most traditional grounds.

This move by Consolidated will enable its trawlers to operate on various grounds inside the EEC limits, or revert to distant water work if available.

The conversion will be carried out with the assistance of WFA grants and the company has also applied to the EEC for grants.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners, Consolidated is so far the only distant water company which has looked at other fishing methods in an attempt to remain fully operational due to the uncertain future of fishing rights and quotas.

Grimsby's oldest trawler owners

A lethal way to catch cod

"WE WOULD like to try ripping cod this winter, like they do in Scotland, and we would be obliged if you could provide us with instructions for rigging the gear and tell us where we can get the special type of sinkers used with it?"

Scottish ripping gear consists basically of a 30-50 ft in. circumference cotton main line with a breaking strength of over 100 lb., a lead boom weighing 2½ lb., a fathom of cotton line with a breaking strength of under 100 lb. and a lead fish weighing ½ lb. with four rubber or plastic seals attached.

A typical boom is 7 in. long, 1½ in. diameter and has a 10½ in. length of ½ in. diameter galvanised wire embedded in the bottom end.

The wire has an eye in the end of it for attaching the fathom of line which joins it to the fish or ripper.

The latter is 5½ in. long and ½ in. diameter. It has a hole through the top for attachment of the one fathom line; and holes through it ¼ in. from the top and ¼ in. from the bottom. The latter are for the rubber seals which are attached by threading 6 in. lengths of heavy monofilament nylon through the holes, knotting close up on either side and then fastening to the swivel eyes of the seals.

Rubber or plastic seals of all colours and sizes are used for ripping. If you attach to your lead fish a white one 8½ in. long around a 9/10 hook, a red one 7 in. long around a 7/0 hook, a black one 6 in. long around a 7/0 hook and a yellow one 5 in. long around a 5/0 hook, you would have a fairly typical, lethal assembly.

It is customary to put a slight curve in the wire embedded in the bottom end of the lead boom to give an enticing movement to the lures when ripping. Lead booms and 'fishes' as well as all other components necessary for rigging ripping gear are obtainable from the Buchanan Supply Stores, 71 Broad Street, Peterhead, Aberdeenshire.

John Burgess' Log



Boat plans

INQUIRIES frequently arrive about sources of boat plans — senders usually being would-be owners who have some knowledge of welding and want to build steel boats.

A source which might be of interest to you, if you have similar intentions, is Fareham Boat Plans, 56 Portchester Road, Fareham, Hampshire, because it offers for a nominal amount what it calls a No. 1 plan of any of its designs.

If, for instance, you consider either its 50 ft. or 66 ft. trawlers suitable for your purposes, you could obtain a No. 1 plan of it to help you make a decision.

The plan would be done on a one inch to the foot scale and would give you a large perspective of the boat than contained in profile and other drawings in the firm's catalogue.

Inspection well

THE FACT that problems posed by clearing propellers fouled by plastic and synthetic jet-sam are on the increase in the USA is indicated by the fact that a manufacturer has recently started producing standard inspection wells.

They are made of manganese bronze and available in several sizes.

If any reader should be thinking of fitting a range of propeller inspection well, either of metal or GRP, details of the US units may be worth studying.

They are obtainable from M. Nelson, 128 R Water St., Danvers, Mass. 01923 USA.

December 3, 1976

December 3, 1976



Below: vessels *Bienheim* and *Pathfinder* (background) on the slips at Grimsby.

INSHORE at Grimsby

A MONTHLY FEATURE

SMALL BOAT fishermen at Grimsby are becoming very restive at their low priority in Government and EEC plans for renegotiation of the Common Fisheries Policy.

Once again their interests were shelved at the October meetings of EEC ministers in Luxembourg and at The Hague at the expense of reaching an agreement on the long-overdue Community 200-mile fishery limits.

This is all very laudable, but legislation which should have been passed ages ago as now the claim for a 50-mile exclusive British coastal zone has been pushed to the back of the queue again to make way for panic talks over swapping distant water fishing rights with non-EEC countries.

Yet again the deep water boys' usual pierhead jump to salvage another deal with Iceland from December 1 fell through in spite of the so-called extra bargaining muscle of the EEC negotiating team and, although this matter is far from over, time is now running out on other distant water agreements.

With these difficult talks in progress, the inshore and seine fishermen are not getting much of a look-in, so it is not unusual that the men are feeling sore.

They have pleaded longer than any other section of the industry for a revised CFP and there are rumblings of deep discontent within their ranks at Grimsby.

Now as the EEC sorts out Britain's distant water industry, they must sit and wait as other EEC fishermen continue to invade and despoil our coastal grounds.

Many once prolific east coast nursery grounds, skippers and owners claim, are being annihilated by the uncontrolled use of foreign beam trawls with their destructive belly chains.

Even the vague EEC compromise plan for special treatment of certain UK coastal zones, lunched on at

the October Hague meeting, has not halted talk that some form of fishermen's demonstration is the only real hope for prompt recognition of their plight.

The other big talking point recently has been the movement of a handful of pair trawlers to the mackerel grounds off Cornwall where they have been single boat fishing primarily for freshers.

There has been a great deal of bellyhoo in certain newspapers, which should know better, about an 'invasion' from Grimsby which is far from accurate.

It should also be remembered that none of the vessels involved is over 80 ft. and they do not have the capacity which other British vessels working the same area have.

Already skippers Francois Wintain and Jackie Zeebroek, senior, who headed the trail south to launch the idea, have returned to Grimsby in *Glenda* and *Paul Antony* for the winter spratting. *Samantha* also did an about-turn.

Both trail-blazers are highly respected skippers on the east coast and would be the first to admit their strengths lie in their knowledge of the North Sea. Now that the sprats have really started shoaling down the east coast the return, too, of *Athene* and *Shawnee* is not likely to be long delayed.

On the subject of trawling, Buoygear Ltd. of Flamborough has produced a first-rate new 8 in. diameter float. Managing director, Ian Braddock, spent two years producing the right materials and after many failures has at last come up with a winner which is proving very popular with the top pair agencies and skippers. They are very robust and have been tested to depths over 250 fathoms without fracture.

By now, virtually all Grimsby's anchor-seiners have wound up for 1976. It has been a long year extended into December by good weather and several outstanding catches of plaice and dogfish.

Some weeks ago Skipper Henry Hansen in his *Allard Hewson* agent *Olympic* dropped over 270 kits in a 296-kit catch, which sold well around £15 per kit. Encouraged by this, Henry was still on the look-out in mid November!

This year only a few seiners are converting for spratting and Skipper Geoff Todd in



Above: Skipper Henry Hansen has had a late run of dogs. Below: dogfish on the Grimsby market — they were making good prices.



Homeward, which converted early, filled in the gap until the sprats began by trawling for prawns off the north-east.

Ashore the tempo has been stepped up with the bulk of the work being the installation of seine rope storage drums on a host of seiners.

Interesting developments here will be the first appearance of the Grimsby two-drum unit in Grimsby on several vessels and the first two-drum system by Nautic Maskinfabrik A/S of Denmark on *Allard Hewson's Cineraria*, while there are full order books for Marine Diesel's agency on the popular Ramme drums.

Both shipwrights, Ernest Leggett and Bridges & Salmon Ltd., are fully geared up for a busy winter with the usual heavy demand from the Yorkshire ports for repairs and refits.

Of the inshore trawlers results have been rather mixed, but David Ellis has had a better run with *Jan-Erna* and *Willemina*. Agent by the Dolphin Fish Selling Co. Ltd., both came through October and November fairly well when other vessels were struggling.

Tom Wood

The dreaded belly chains on a Belgian beam rig



You shouldn't rush into specifying your engines



Obviously, your choice of engines will depend on the demands you're going to make. Power, cost, fuel consumption, they all influence your decision.

Then there are the other demands you're going to make. Like long-term economies from rugged reliability and faultless performance. Year after year after year.

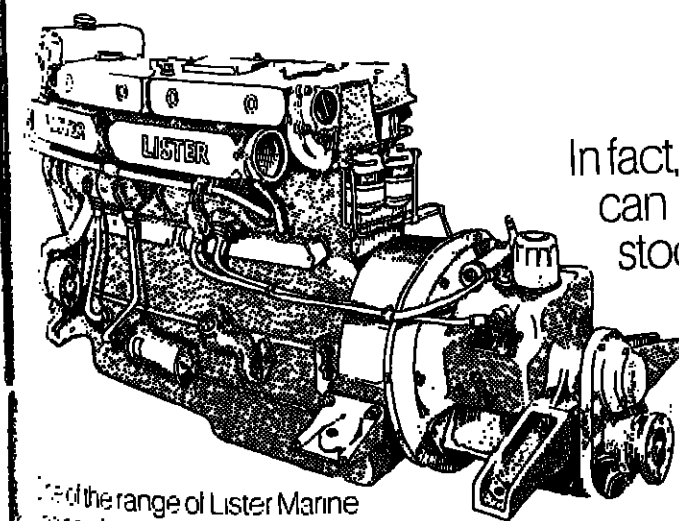
And then, when the time comes, you'll want replacement parts immediately. Anywhere in the world. So you'll be looking for a world-wide service system that won't let you down.

Where will you get all these things? Lister.



Lister Marine engines are so good that many people reckon they're worth waiting for. And that's exactly where the good news comes in.

We've expanded our production facilities to meet your schedules.



One of the range of Lister Marine engines, from 5bhp to 170bhp. For propulsion, auxiliary power or as part of a Lister Marine auxiliary set.

In fact, if you want a standard unit, we can probably supply straight from stock.

Now you can rush into specifying your engines.

HAWKER SIDDELEY

LISTER MARINE

RA LISTER & CO LTD MARINE DIVISION DURSLEY GLOUCESTERSHIRE GL11 4HS

TEL: DURSLEY 4141 TELE: 48261 CABLES: POWER DURSLEY

Hawker Siddeley Group supplies mechanical, electrical and aerospace equipment with world-wide sales and service.

BAIT CUTTER FOR LINE MEN

A SHORT while ago a reader wanted to know if there was any device available which would save him the trouble of cutting fish into pieces of a suitable size for baiting hooks on his longlines.

He wanted to know whether the device developed by Trio Maskinindustri in Norway, now used in the Mustad Autoline longlining system, might be suitable for his purpose.

I replied that I thought the Trio bait cutter was designed for use in larger vessels than his and that it would be too elaborate and expensive for his needs. But I was unable to suggest an alternative.

Since then I have learnt

MAKE CANVAS MILDEW-PROOF

"IN ADDITION to a Terylene mizzzen sail which I set regularly, I have a canvas foresail which I keep below for use in case of engine failure and it is now getting mildewed."

I understand that cutch is practically impossible to get nowadays. Do you know of any available equivalent with which I could treat the foresail to prevent it rotting completely?

There is a product called Kanvo which was used a lot for water-proofing and prolonging the life of sails before they were made of synthetic fibres.

I treated the cotton canvas sails of a boat with it many years ago and found it ideal for the purpose; the sails not only became water and mildew proof, but remained light and supple instead of becoming heavy and stiff as tanned sails often used to do.

More recently I have treated both flax and cotton canvas covers with it as I am convinced that it puts body into, and prolongs the life of, any canvas treated with it. It is reasonably priced and there is little work involved in applying it.

Anything, I suppose, which saves the cost of replacements must be economical to use. So I have also tried treating cotton drill smocks and trousers with it.

One advantage in doing this is that smocks become shower-proof, and that you can sit on a wet thwart in

treated trousers without discomfort.

A disadvantage is that Kanvo tends to wash out if clothes are laundered in a washing machine. However, if it prolongs their life, advantages outweigh the disadvantages.

Kanvo is obtainable in gallon and half-gallon tins, 5 and 10 gallon drums, and 40 gallon barrels from David Weston Chemicals Ltd., Ashgrove Factory, Glencairn Road, South Carbrain, Cumbernauld, Scotland.

A gallon of it will proof 100-150 sq. ft. of 8-12 oz. canvas.

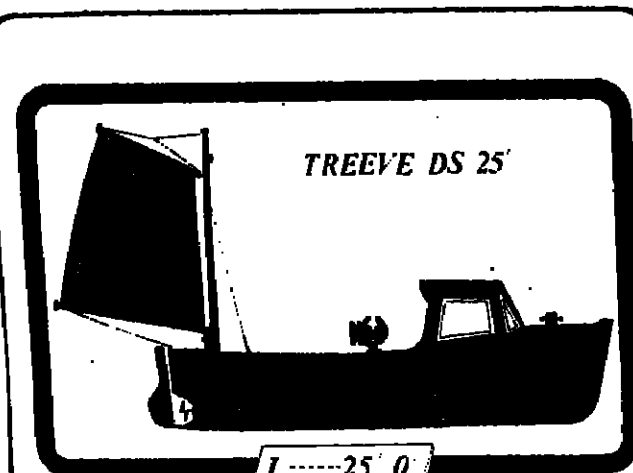
You can get colourless, white, cream, buff, tan, blue, green, bright red and black varieties of it.

If you should think of treating smocks and trousers, as well as your foresail with it, less mayhem will be caused in the laundry if you use colourless Kanvo.

TOWING BLOCKS

"COULD you please let me have the name and address of a reputable firm in England which makes towing blocks and sheaves suitable for use in a 56 ft. trawler?"

Clarke and Co. Ltd., Womersley Road, Fish Docks, Grimsby, South Humberside, can supply blocks and sheaves as well as galleys and bollards designed for use in small trawlers.



Complete Hulls £1350 at present

TREEVE MARINE LTD

HAYLE, CORNWALL

TEL. 752214



HYDRAULIC
REVERSING
CONTROL
VALVES

LEAD
WEIGHT
MOULDS



SPENCER-CARTER

KERNICK ROAD, PENRYN, CORNWALL
Telephone: Penryn (0328) 73423. Telex: 45489

FISHERMEN'S MISSION

SERVING and CARING

For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea

Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

95 years constant service to fishermen and their families

TWO-BOAT TRAWLS

Manufactured by Dantrawl, Denmark.
Available from Stock

Contact

HUGH NORMAN (Marine Sales) Ltd

10th Clough, Newcastle, Essex, Aldershot.
Tel. 0479 388 (970 0357 389)



INSHORE ECONOMICS

**—you can end
up working
for the boat
says inshore skipper
MARTYN MELHUIH**

EVERY fisherman in the inshore industry has been facing steeply rising costs for some years and now most are finding the struggle for survival is getting worse.

Just how steeply costs are rising, and how much of a struggle it is to continue, I hope to show.

Very few inshoremen ever take a cold financial look at their business, believing they are making far better returns than they really are.

Take, as an example, a typical 30 to 35 ft. inshore vessel purchased secondhand for £5,000. Insurance cover would be in the region of £300 per annum, depreciation of the vessel to allow for replacement in, say, five years would be £20 per week and this also allows for some return on capital investment.

Fuel — one of the heaviest recurring costs — can be anything between 26 to 38p per gallon. Average fuel consumption for a medium-speed diesel is around 80 to 100 gallons a week, depending of course on distance to grounds. This means a bill of around £30 per week.

Increases double

We now have the vessel insured, depreciation allowed for, and a week's fuel: approximate cost £56 per week.

Fishing gear — the heaviest capital cost besides the vessel — has seen heavy increases with some prices doubling in a short space of time.

Assuming the vessel pots for six months of the year working 200 pots (the minimum usually viable to work) then turns to mackerel fishing for five months, one month being allowed for boat maintenance, the costs are: 200 pots and backline 1 1/2 in. to 1 1/4 in. circ. approximately £2,500, and £1,000-£1,500 per annum for repairs to the pots and replacement of the backline per season. (The rope may last two seasons on reasonable ground in little tide, but in heavy tide on rock, only one season is expected).

Buoy lines, dhans and anchors are constantly being replaced. Say a cost of £20 per week to keep the gear together in good repair and have a few spare pots in hand.

Bait can be a very expensive item — in the region of £30-£40 per week for 200 pots. This can, of course, be reduced by catching your own. However, the cost of gear and time to catch the bait usually amounts to very near the bait price!

Weather

Costs are now approaching £100 per week and we have gear at sea. Average earnings for such a vessel and gear on average grounds fishing inshore (this is to say, not far enough off to require Decca, etc.) should be between £300-£350 per week. This just about allows for weather and the odd day for mechanical breakdowns, but does not allow for a major stoppage such as serious engine trouble.

We now have an income of around £250 per week and expenses of £100, not bad. The only snag is you and your crew have worked for very little.

Your crew, let's say a married man with a young family and a mortgage, who is

prepared to work unsociable hours in any weather, accepting a share basis which gives him an incentive and you a good days work, will want to see at least £80 per week.

The skipper-owner is then left with around £90, assuming the catch is average, the weather reasonable, and no major unforeseen breakdowns occur with the vessel.

You have invested £7,500, are self-employed with no security apart from the vessel, and when you take into account the hours spent ashore working on gear, or in connection with the business, the return is poor.

Although lobster prices have increased, catches have remained more or less static. The only way to increase profits is to work more gear, which obviously increases the overheads on gear renewals, bait, crew etc. The extra profit margin can be very small.

Alternatives would be longlining. Here, the gear cost is about £500, with bait about the same. Three hands at least are required, and as good grounds can be over 30 miles from port, weather can restrict operations with a small vessel.

If the vessel operates in the south-west, it would be possible to turn to winter mackerel fishing. This fishing requires mackerel equipment for two men costing in the region of £200 for gurdies, strippers, etc.

Terminal gear costs £10 per week, which is much less capital outlay than potting.

Winter inshore mackerel fishing from a Cornish port. Outlay on gear would be around £200 for a two-man boat, but problems can often start just setting up a market for the catch.



lucrative fishing invested in new vessels costing anything up to £30,000 for a 35-footer face enormous overheads with heavy loan repayments and insurance, they are committed to work large amounts of gear to produce a higher income, which in turn can quickly deplete an already overfished stock.

Only in areas of steady good fishing is this a viable proposition, and usually only with a very versatile vessel which can immediately turn to any method of fishing to exploit stocks.

This, of course, is only possible with an experienced skipper who can turn to many methods of fishing.

Many new vessels have been bought by skippers who have based the project on one fishery and lack the experience to turn to other methods. The situation can easily be reached where one fish one day a week for one day for bait, one day for boat payments, insurance, etc., a day for gear renewal, leaving two days for the skipper's share — that's if you can fish seven days every week!

The most efficient return for an inshoreman can often be a vessel around 21 to 23m worked single-handed. They are obviously very restricted in areas of operations, in weather, etc., but having very low overheads, the actual money taken home is often only slightly less than with a large vessel. And there are far fewer financial worries. The main snag here is that the grounds such a vessel can fish are largely fished out.

To sum up the average inshoreman works long, hard hours, with an 18-hour day being by no means uncommon; receives very little money; has no security; and receives very little assistance in his business from the government, his family or his own right and has to make heavy investments just to be able to survive.

Off course, there are men knocking up the odd £1,000 week in 35-footers and it's 'bait' such as this that can lure inshoremen to stick at it.

Gamble

A larger vessel in the 40 to 50 ft. range enables operations to be carried out in worse weather and, perhaps, farther to sea. But this necessitates more crew and consequently more gear and heavier gear. Fuel costs and insurance can be the same as a smaller vessel but, unfortunately, the DoT regulations have made this a very expensive gamble for an older type of boat.

Skippers who in times of

'FLOWING TIDE' SPEEDS SOUTH

ANOTHER Scottish purse seiner is heading for the Westcountry mackerel fishing.

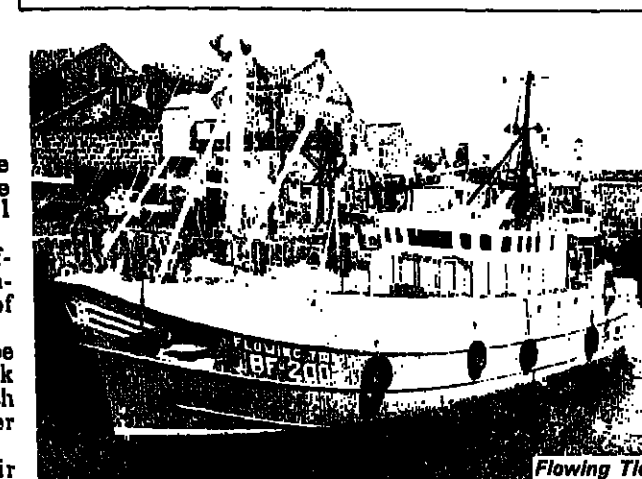
She is the 85ft. Banff-registered *Flowing Tide*, owned by Skipper John West of Gardinstown.

It is understood she will be based at Plymouth and work pair trawls in company with the new Peterhead purser *Morning Star*.

Both vessels have their purse seines with them so that they can switch to this method if required.

The steel-hulled *Flowing Tide* was completed early in 1975 at the Dundee yard of Smith and Hutton and, later in the year, she was fitted with a full length shelter deck

Jacinta tops £1 1/2m.



Flowing Tide

extending from her yard for Skipper George Watt, while *Uberous* came from the same yard two years earlier for Skipper Ian Duthie.

The boats have worked together herring pair trawling for several years.

FLEETWOOD'S grossing record for a year's work has been hoisted to more than £500,000.

Last week it was revealed that the stern trawler *Jacinta* had earned £484,928 from the 13 trips she had made so far this year but, late this week, she was due to land a big White Sea plaice catch which would take her over £1m.

It is still not absolutely certain she will become the port's top trawler of the year. In close contention is her sister-ship *Fyden* which, up to last week, had earned £483,105. Both ships have *Jacinta* — £500,000 plus year.

suited past last year's record of £398,248 set up by *Jacinta*.

In third place is the stern trawler *Luneda* on £416,975, followed by *Iruana* with £406,138. Next comes *Hoston* with £372,541 and *Gavina*, £372,541. Seventh is *Boston* *Blenheim* which has earned £334,036.

Skippers Bill Taylor, Bernard Birley and Gordon Wignall have shared command of *Jacinta*, while *Fyden* has been commanded by skippers Victor Buschini, Tony Barkworth and John Bruns. Despite these big earnings, the steep rise in operating costs takes some gloss off the achievements.

Two days to land

HULL will have only two wet fish landing days over the Christmas and New Year holidays.

There will be no local wet fish landings on Christmas Eve, or on the four following days. There will be two normal marketing days on Wednesday, December 28, and Thursday, December 29, followed by four more non-landing days from Friday, December 31, to Monday, January 3, 1977, inclusive. For freezer trawlers, landings will continue as usual on Christmas Eve, but non-landing days will be Christmas Day; Boxing Day; Monday, December 27; Tuesday, December 28; and Monday, January 3.

FROM *Steam to Stern*, a book reviewed in *Fishing News* on November 6, is available from Port of Lowestoft Research Society, 65 High Street, Lowestoft, Suffolk.

Pursers take giant shots of mackerel

A NUMBER of August to mid-October. There was plenty of mackerel, but boats which landed at west coast ports were working on a nightly quota of 50 units per man which helped to keep prices high.

Fresh fish went to buyers from Holland and France, as well to the UK. Catches for fish meal were bought by the Stornoway meal plant which could handle in the region of 300 tons a day.

Skipper William Buchan of *Vigilant* told *Fishing News* that he thinks the Scottish purse seine fleet will have to concentrate on mackerel for much of the time, but that it will be well worth their while and also give the herring a good rest.

He said mackerel has brought much higher prices this year than last, selling for as much as 25 and 26 a unit for both freshening and fish meal.

The three pursers fished for mackerel, mainly in the North Minch, from late

Sprat trials

AN ATTEMPT to evaluate sprat fishing in the Irish Sea has resulted in the Fleetwood trawler *Peter Loumand* landing 14 tons after an experimental trip.

The trip was backed by the White Fish Authority whose area officer, John Patterson Jones, said: "We have underwritten the cost of the trip so there is an assured grossing for the crew."

He said that, later in the year when it is cold and there is a better chance of the sprats having shoaled, there would be another experimental trip.

Although not a lot of fish had been landed, he said that the trip had been fairly successful. They had received excellent co-operation from Isaac Spencer, Ltd., the port's fish meal manufacturer, and

FISHGRAPH K

From every port the story is the same — "Fishgraph K" is the most successful fishfinder ever introduced to the British fishing industry. See it at your nearest Marconi Marine depot — or better still, ask the Skipper who has one.

—the most successful fishing echometer



Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.
Chelmsford Essex, England.
Tel. (0245) 61701 Telex 99228 A GEC-Marconi Electronics Company



Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water
 £47,833: *Crystal Palace*, Conso (Sk. J. Hodson), 1,824k, WS, 24 days.
 £34,530: *Spurs*, Conso (Sk. W. G. Hardie Jr.), 1,107k, I, 21 days.
 £31,141: *Ross Kipling*, BUT (Sk. D. Kestley), 980k, I, 22 days.
 £30,521: *Ross Kelvin*, BUT (Sk. B. Stokes), 928k, I, 22 days.
 £30,328: *Ross Comanche*, Boston (Sk. A. Hollington), 1,060k, WS, 27 days.
 £29,342: *Ross Kelly*, BUT (Sk. T. Philipson), 934k, I, 22 days.
 £27,379: *Northern Reward*, BUT (Sk. T. Pembroke), 909k, I, 22 days.

Middle water

£20,464: *Ross Jaguar*, BUT (Sk. D. Speck), 710k, W, 17 days.
 £17,404: *Ross Leopard*, BUT (Sk. J. Brown), 730k, W, 16 days.
 £13,493: *Ross Tiger*, BUT (Sk. D. Avery), 691k, W, 15 days.
 £13,336: *Ross Genet*, BUT (Sk. W. Salt), 535k, W, 16 days.
 £11,802: *Osaka*, Taylor (Sk. P. Newby), 635k, F/W, 17 days.

North Sea

£6,257: *Lofoten*, Lindsey (Sk. A. Hutton), 202k, NS, 14 days.

Seiners

£4,761: *Edlei*, Sleight (Sk. L. Gravesen), 204k, NS, 10 days.
 £3,761: *Coral Bank*, Sleight (Sk. D. McKenny), 97k, NS, 12 days.
 £2,879: *Olympic*, Allard Hewson (Sk. H. Hansen), 100k, NS, 19 days.
 £2,752: *Glenene*, Sleight (Sk. J. Schluter), 92k, NS, 15 days.
 £2,450: *Limanda*, Richardson (Sk. H. Thomsen), 76k, NS, 12 days.
 £2,359: *Braize*, Consolidated (Sk. T. Christensen), 91k, NS, 18 days.
 £1,575: *Iris Dean*, Consolidated (Sk. B. Anderson), 46k, NS, 14 days.

Pair teams

£8,806: *Grenaa Pearl*, (Sk. M. Potterton), 267k, and £8,048: *Grenaa Star*, (Sk. B. Host), 260k, both Sleight, NS, 11 days.
 £8,546: *Athabasca*, (Sk. A. Albrechtsen), 270k, and £7,263: *Trendsetter*, (Sk. M. Jensen), 227k, both Sleight, NS, 12 days.

£4,031: *Ann Charlotte*, (Sk. R. Collins), 120k, and £2,178: *Laurids Skomager*, (Sk. Jorgen Bojen), 67k, both John R., NS, 11 days.

HULL

£36,894: *Benella*, Marr (Sk. W. R. Beamish), 1,341k, WS, 26 days.
 £34,774: *Portia*, BUT (Sk. D. Grever), 1,100k, I, 23 days.
 £31,589: *Kingston Pearl*, BUT (Sk. B. Turner), 1,053k, I, 23 days.
 £31,334: *Arctic Vandal*, Boyd (Sk. H. Waudby), 1,068k, I, 22 days.
 £29,914: *Kingston Beryl*, BUT (Sk. K. Shakesby), 1,037k, I, 20 days.
 £27,764: *Arctic Cavalier*, Boyd (Sk. W. Boyle), 983k, WS, 24 days.

Seiners

£4,047: *Lindenberg*, Boston (Sk. H. Winkle), 132k, 16 days.

FLEETWOOD

£31,562: *Iruana*, Marr (Sk. T. Watson), 931k, I, 20 days.
 £27,002: *Boston Beverley*, Boston (Sk. H. McMillan), 860k, I, 21 days.

Home water

£8,658: *London Town*, Hewett (Sk. P. Weirman), 280k, 14 days.
 £6,312: *Boston Sea Hawk*, Bloomfield (Sk. G. Wood), 273k, 14 days.
 £5,424: *Rosamunda*, Ward (Sk. L. Hatcher), 285k, 14 days.
 £4,839: *Replenish*, Ward (Sk. M. Oldham), 204k, 10 days.
 £3,856: *Resolute*, Ward (Sk. W. Ansell), 173k, 14 days.
 £3,607: *Southards*, Hewett (Sk. S. Carlson), 130k, 14 days.
 £3,213: *Susan Bird*, Bird (Sk. D. Reader), 118k, 14 days.
 £2,846: *Neils John*, (Sk. C. Neal), 103k 11 days.
 £2,580: *Karen*, Hewett (Sk. E. Sveinsson), 102k.
 £1,976: *Pern*, Hewett (Sk. O. Jensen), 71k.
 £1,416: *Alant*, Hewett (Sk. D. Buxton), 39k, 8 days.

Pair team

£1,539: *Navena*, (Sk. W. Taylor), 136k, and £1,203: *Armana*, (Sk. V. Buschini), 82k, both Marr.

ABERDEEN

£18,787: *Shielwood*, BUT (Sk. J. Glasgow), 1,202k, S, 15 days.

£16,961: *Grampian Monarch*, North Star (Sk. R. Catto), 1,017k, F, 14 days.
 £16,948: *Admiral Nelson*, Wood Group (Sk. R. Pirie), 848k, I, 16 days.
 £14,836: *Milwood*, Wood Group (Sk. T. Taylor), 766k, WS, 13 days.
 £13,548: *Starwood*, Wood Group (Sk. J. Hird), 596k, F, 16 days.
 £10,079: *Coastal Empress*, North Star (Sk. W. Morgan), 383k, S, 12 days.

LOWESTOFT

£12,526: *Suffolk Conquest*, Hobson (Sk. R. Fiske), 424k, NS, 13 days.
 £10,544: *St. Mark*, East Coast (Sk. J. Kelly), 339k, NS, 12 days.
 £10,313: *St. Martin*, East Coast (Sk. S. Davidson), 340k, NS, 13 days.
 £10,309: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 252k, NS, 11 days.
 £9,636: *Boston Sea Fury*, Boston (Sk. V. Crisp), 296k, NS, 13 days.
 £9,460: *Boston Sea Sprite*, Boston (Sk. M. Raven), 292k, NS, 13 days.

GRANTON

£8,216: *Arctic Invader*, Liston (Sk. P. Wanless), 416k, NS, 12 days.
 £7,609: *Arctic Explorer*, Liston (Sk. J. Banyard), 401k, NS, 13 days.

NORTH SHIELDS

£28,625: *Star Devine*, A.F. (Sk. J. Vanko), 67,044k, NS, 5 days.
 £3,830: *Valhalla*, (Sk. R. Veitch), 9,372k, NS, 4 days.
 £2,606: *Ben Edra*, Irvin (Sk. A. Coe), 3,995k, NS, 5 days.
 £2,576: *Taarnborg*, Irvin (Sk. T. Scorer), 4,620k, NS, 4 days.
 £2,490: *Flouresco*, A.F. (Sk. W. Scott), 6,740k, NS, 4 days.
 £2,129: *Nova Spero*, A.F. (Sk. D. Fairney), 6,368k, NS, 4 days.
 £2,095: *Kathleen*, Irvin (Sk. B. Scorer), 3,990k, NS, 4 days.
 £494: *Karen Elisa*, Irvin (Sk. B. Jordan), 1,055k, NS, 1 day.

MILFORD HAVEN

£6,476: *Brenda Wilson*, Jones (Sk. R. Evans), 191k, IS, 14 days.
 £5,385: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 135k, IS, 13 days.
 £4,745: *Piston Sea Eagle*, Norrad (Sk. R. Foster), 139k, IS, 13 days.

BE: 1 Iceland; F: Faroe Islands; W: Westcoast; BI: Bear Island; NS: North Sea; WS: White Sea; NC: Norway Coast; HW: Home Waters; IS: Irish Sea; S: Shetland; SK: Skipper; k: kilo; o: owt; kg: kilo.

BILLINGSGATE

ON TUESDAY 203 tons were delivered. Average selling prices on merchants' stalls: soles, tongues, 35p/45p; alps 60p/60p; medium, 75p/1.55; large, £1.30/£1.40; sole, 80p/£1.20; foreign smoked salmon, 23p per lb; large turbot, £14/£15.40; medium, £8.40/£9.50; small, £4.20/£5.80; large brill, £7/£7.70; medium, £6.80/£8.30; small, £2.80/£4.90; Danish plaice, 1lb-1lb, 55p/50; 1lb-2lb, 55p/50; large halibut, £12.40/£14; medium, £9.80/£18.20; small, £5.80/£8.40; selected lemon sole, £6/£6; headless home water, £6/£6.10; fillets, shell cod, £8/£8.90; bulk, £7.90/£9.30; coalfish, £4/£5.20; haddock, £7/£9.50; selected, £7/£9.50; £2.70/£3; small, £2.10/£2.50; small English dogfish, £3.50/£4.80; large, £4.65/£5.80; mackerel, £2.20/£2.60; fresh herrings, £2.30/£3.20; London cured dry haddock, £8.80; golden cutlets, £8.80; filleted kippers, £3.50/£4; selected kippers, £4.50/£5; small roker, £2.80/£3.60; medium, £3.85/£5.30; large, £5.55/£7; sprats, £2/£2.40; per stone.

PACIFIC NA salmon, £1.20/£1.65; Canadian halibut, 95p; scampi, £1.70; haddock, 43p; grey mullet, 40p; barbonet, 60p; wing far, 43p; per lb, fillets, plaice, £7.50; cod, £6.50; £4.20/£4.48; kippers, £2.40/£4 per stone.

RETAIL PRICES

AVERAGE national retail prices on Tuesday, November 20, as supplied by the National Federation of Fishmongers, are: cod fillet, 87p, up 3p; haddock fillet, 82p, down 1p; sole fillet, 89p, up 1p; up 3p; price fillets, 89p, up 3p; armad cod fillets, 89p, up 3p; mackerel, 31p, up 1p; herring, 27p, up 1p; herring, 39p; kipper, 48p, down 3p; skate, 72p, down 6p; dogfish, 69p. Recent storms have affected landings in all areas and supplies are well below average. Selection is not so good and almost all prices will be below recent values. Sprats and mackerel will be the best buys most areas.

SHELLFISH

SELECTED lobsters, £3.25; unsorted, £2.80; crabs, 3lb, 28p/35p; under 3lb, 18p/20p; small, unsorted, 8p/10p; prawns, 60p, per lb; oysters, £11/£22, per 100; scallops, £1.40; per dozen; winkles, Irish, £10/£12; per doz; mussels, English, £4; Irish, £2.50; per doz; shrimps, brown, £1.50; per gallon.

HERRING REPORT

FRIDAY, NOVEMBER 26

Ullapool: 10 trawlers, 56 tonnes; homemarket, 50 tonnes at £14/£17.20. Mixed spents, 370/£19.20. Klondyking, 10 tonnes at £17.30/£17.80. Uniform to mixed in size, spent, 380/£19.50. Ayr: 13 trawlers, 16 tonnes; two trawlers, nine tonnes; homemarket, 25 tonnes at £13.20/£18. Regular to mixed in size, 320/£40 per 50kg.

TUESDAY, NOVEMBER 30

Stornoway: two drifters, 10 tonnes; two trawlers, 24 tonnes; homemarket, 16 tonnes at £15.50/£17. Klondyking, 18 tonnes at £17/£17.90. Regular to mixed in size, spent, 320/£40 per 50kg. Ullapool: 10 trawlers, 86 tonnes; homemarket, 85 tonnes at £13.80/£17.80. Slightly mixed to very mixed in size, spent, 350/£50 per 50kg. Uig: one drifter, five tonnes, one purser, 15 tonnes, five trawlers, 30 tonnes; homemarket, 50 tonnes at £17/£17.05. Uniform to slightly mixed in size, spent, 320/£360.

WEDNESDAY, DECEMBER 1

Stornoway: two drifters, 10 tonnes; six trawlers, 39 tonnes at £18.60/£18.80. Mixed in size, spent, 320/£380 per 50kg. Ullapool: three trawlers, 11 tonnes; homemarket, 27 tonnes at £14.20/£16.80. Mixed spents, 370/£19.20. Klondyking, 343 tonnes; homemarket, 318 tonnes at £14.40/£16.80. Klondyking, 25 tonnes at £16.80. Uniform to mixed in size, spent, 290/£38 per 50kg. Ayr: 10 trawlers, 15 tonnes at homemarket, 15 tonnes at £17.80/£17.20. Hand selected, 170/£300 and 370/£450 per 50kg.

DECEMBER 4, 1926

BUCKIE fishermen broke after bad East Anglian herring season, club together to buy boat's entire haddock catch at 23/- (£1.15) a box. The fish was shared out on the quay for them to live on.

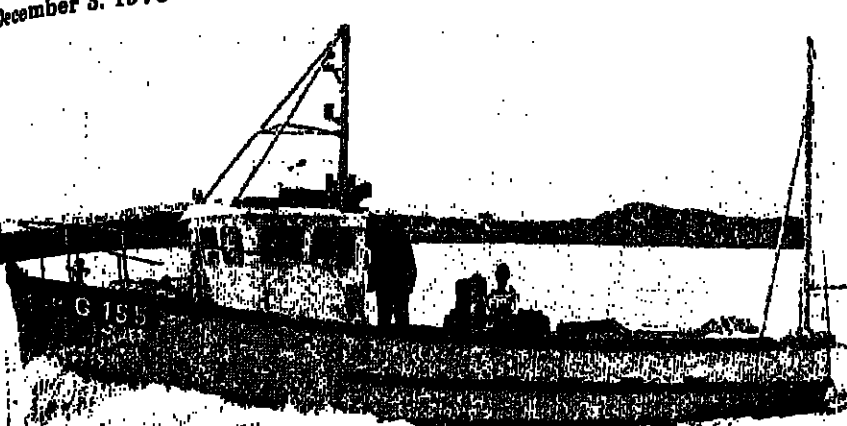
GERMAN fleet had heavy losses last year. Subsidies to deepsea industry amounts to £283,700.

EYEMOUTH

Prices: medium haddock, £14.50/£17.50; best small haddock, £9/£17; small haddock, £9/£17.20; small whiting, £6/£6; medium cod, £21/£24.50; small cod, £17/£22; best small cod, £19/£22; per stone; crab, £5/£5.50; per 4lb box; lobster, £3 per lb.

ALL SHELLFISH

Daily Consignments Required
 R. BLOOMFIELD (Billingsgate) LTD.
 127-128 BILLINGSGATE MARKET EC3
 Daily Sale Account. Phone: 01-626-7320, 7749, 4830.
 LABELS SENT ON REQUEST.



Cork yard completes 36-footer for Aran

JULEM (above), the second Helmut 36-footer for Ireland, has been fitted out by Coahaven Boatyard, Cork. She is equipped for line and net fishing for mackerel, herring and salmon and is now working the west coast of Ireland. Her 100hp Ford 700 main engine, driving through a Borg-Warner gearbox, produces 110 bhp at 1,800 rpm giving Julem a top speed of nine knots. With an overall length of 38ft, 4in., the GRP boat has a breadth of 12ft, depth of 5ft, 6in., and gross tonnage of 10, with a fish capacity of five tons. A moulded-in propeller inspection trunking is positioned to give access to the fixed propeller for clearing ropes, etc. Her deck machinery includes 1,380lb net hauler and a PMP Durr 1,400lb hydraulic line hauler, in the wheelhouse, a 30mrd EQ echo sounder, Furuno radar and 'Sailor' VHF radio are installed.

Natali's crabs saved

FIREMEN from Brixham were called to Kingswear Jetty, River Dart, on Monday afternoon to save crabs aboard the Spanish well boat Natali. The crabs were in danger of dying because there was too much water in the Spanish ship's holds after her pumps had broken down. Four live fish holds containing 71 tons of crabs were flooded to a depth of 8 ft. As she made for Spain, Natali put out a call that she was making water and needed aid. Firemen were able to pump out the water from the 200-ton vessel and the crab consignment was saved.

Norway to build up coastguard

NORWAY is to expand and heavily arm its coastguard service when she introduces a 200-mile economic zone next year. The Storting's Defence Committee recommended that seven new purpose-built surveillance vessels be built and that the present use of the Orion planes for observation be expanded by 20 per cent. It also recommended that seven new helicopters be purchased and that a number of service buildings and bases be set up. The surveillance vessels should be equipped with torpedoes, air-protection guns, sonar listening devices for anti-submarine work and mine laying equipment, says the committee. They will also be equipped for fire rockets at short notice. This new service will cost an estimated £120m. to establish and about £14.5m. annually to operate.

Billingsgate

MENTION has previously been made of the importance to Billingsgate of the restaurant buyers and other caterers, but in the market there is something of supreme importance to the caterer — the cutting house. Few caterers wish to buy fish in wholesale packs, few handle, daily, sufficient fish to employ a full-time blockman, all require good portion control, and all require a variety of fish prepared in different ways for the chef. This the cutting house will do for them. "Four hundred 8 oz portions of cod for the works canteen, 36 plaice fillets for the staff dining room, and nine skinned 12-14 oz Dover soles for the directors room and, by the way, can I have some turbot heads for stock?" might well be a typical order.

The cutting houses are grouped in the new buildings on the southern edge of the market, in fact most are on the quay above the Thames itself. There experienced and skilful blockmen gut, skin, fillet weigh and pack orders from every type of catering establishment. There are specialists among them. Take for instance M. Jansson Ltd, which provides live rainbow trout, conveyed in tanks of oxygenated water to be displayed in a restaurant's aquarium so that the diner may choose his own fish for the chef to prepare as "route blue" — and what could be fresher!

While the cutting house of Henry Williamson Ltd may be famed for the quality of its fish and for the generous support, in the form of a magnificent trophy, for the Schools Cookery Competition, in Billingsgate the firm is also noted for the high standard of its offices. Market boots are removed at the door, although whether to preserve the carpets or in homage to the boss, Harry Williamson, no one is sure.

The market's holiday arrangements over Christmas and the New Year are shown below.
 Closed: Saturday 25 to Tuesday 28 December;
 Open: Wednesday 29 to Friday 31 December;
 Closed: Saturday 1 to Tuesday 4 January.

What in the world's going on?

Fishing News International will tell you. It brings you the world of fishing — the whole world. From Abu Dhabi to Zambia and all points in between.

FNI is the leading international fishing magazine. It gives you, every month, a top-class news service plus a wide range of authoritative articles and features, researched and written by people who know what fishing is all about. You'll find it informative. You'll find it interesting. You'll find it invaluable. Have no doubt about that.

Here are a few (and just a few) of the subjects on which FNI will bring you up to date — and keep you up to date.

- *The latest fishing techniques... the latest handling methods... the latest equipment.
- *What's new in vessel design, materials and usage.
- *What's new in research, in harbour & factory projects, in processing methods.
- *Who's catching how much of what — and where.
- *New legislation — what it says and what it means.
- *Today's trends in fish marketing — and how they will affect you tomorrow.
- *Changes in consumer demand — the

growing market for non-traditional types of fish.
 *New fisheries limits and Exclusive Economic Zones — when they become effective and what they will mean to you.
 *Career prospects in fishing in a changing world.
 *Aid agencies — how you can benefit from them.
 FNI tells you the where, the when, the what and the how; what's going on all over and what's

fishing news international

SAVE 3 MONTHS' SUBSCRIPTIONS

We're offering 3 months' free subscription to FNI for new readers. Order FNI for one year, and we'll send you 3 months' free. Total cost only £10 including postage. Send the coupon for your first free copy and full details of the 12-month or 12-subscription offer.

likely to go on — this year, next year or sometime soon.

If your livelihood depends on fishing, directly or indirectly, FNI will keep you in the world picture.

To let you see for yourself what's in it for you, we're making a special introductory offer. Take advantage of it now... it could be the best £10 you ever spent.

Involved in Fish Farming? Take a free copy of the journal that covers the whole industry.

Fish Farming International is the only fully circulating international technical journal covering every aspect of fish farming. Hatchery techniques, equipment, fish feeds, the right environment for healthy fish stock, information on over a comprehensive range of subjects is all there in Fish Farming International. A free copy is yours for the asking.

To: Arthur J. Hoggway Publications Ltd, Lodge House, 110 Peel Street, London EC4A 3LL. Tel: 01-353 6961/6. Please send me:

- ☐ Free copy of Fishing News International together with a subscription form that we save the cost of 3 months' subscription.
- ☐ Free copy of Fish Farming International.

(Please tick as appropriate)

Name: _____

Company: _____

Address: _____

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Boston Phantom*, *Huddersfield Town*, *Ross Kharbon*, *Ross Hennessy*, *Ross White Sea*, *Ross Baring*, *Ross Juno*, *Ross Farnes*, *Ross Westley*, *Ross Nanton*, *Ullin*, *Ross Jackal*.

Ross Jaguar, Ross Leopard, Robin

Expected during the week: *Arctic Corsair*, *Jack Eriboll*, *Ross Canaveral*, *Ross Oranito*, *Ross Orion*, *St. Dornair*, *St. Gilles*, *Westlin*.

PORT MARKETS

MONDAY, NOVEMBER 29

GRIMSBY

A poor supply of 4,039 from six boats met a very good demand. Prices: shell cod, £2.50/£4.50; codling, £2.80/£3.80; large haddock, £3.50/£4; medium haddock, £3/£3.30; small haddock, £2.20/£2.50; medium plaice, 53p; small plaice, 44p/£1; large skinned dogfish, 55p; medium skinned dogfish, 43p/40p; mussels, £2.30/£3; rockfish, £2.40/£2.50; reds, £1.50/£2.50, per stone.

HULL

2,270 kils from two distant water vessels, price ranges per 100k: hls, heads on: White Sea, shell cod, £3.50/£3.75 (average £3.64); shell codling, £2.80/£3.05 (average £2.92); large haddock, £3.50/£3.75 (average £3.62); medium haddock, £3.50/£3.75 (average £3.62); small haddock, £2.20/£2.50 (average £2.35); medium plaice, 53p; small plaice, 44p/£1; large skinned dogfish, 55p; medium skinned dogfish, 43p/40p; mussels, £2.30/£3; rockfish, £2.40/£2.50; reds, £1.50/£2.50, per stone.

LOWESTOFT

Prices: sole, £184/£202; alps, £182/£186; turbot, £130/£145; small turbot, £46/£52; brill, £45/£52; lemon sole, £48/£55; large plaice, £44/£48.50; medium plaice, £41.50/£52.75; small plaice, £46.50/£51.50; cod, £40/£46.50; codling, £34/£44; dabs, £22; whiting, £13/£14; haddock, £33/£37; small haddock, £26/£34; cutfish, 30p; monkfish, 82p, per 100k. hls.

NORTH SHIELDS

Prices: spring, £20/£28; medium codling, £23.75; small codling, £19/£20; selected small haddock, £18.48; small haddock, £14/£16; whiting, £7.30/£13.30; round whiting, £5.50/£6.50; dogfish, £8.50/£1.60, per 40 kilo unit.

£19/£20; selected small haddock, £18.48; small haddock, £14/£16; whiting, £7.30/£13.30; round whiting, £5.50/£6.50; dogfish, £8.50/£1.60, per 40 kilo unit.

BRIXHAM

Prices: large plaice, 23p; medium plaice, 23.40; best small plaice, £3.30/£3.75; chat plaice, £2.80; turbot, £12.20; whiting, large, 17p; small whiting, 70p; lemon sole, 57p; medium lemon sole, 58.50; Dover sole, 15.50; alps, 28.50; tongues, 28; brill, £1.80; ray wing, large, 24p; medium, 23.80; squid, 23.40; monkfish, 28; roker, medium, 22.50; claba, large, 23p; medium, 22.50; mackerel, 21p; conger, 21.80; alps, 210; cuttlefish, £1.50, per stone.

